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(A) & (B) 2-pages

SUPPLEMENT TO
REPORT NO. 50X1

DATE OF INFOR

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50X1

1. The factory area in Prague-Letnany lay close to the Letov plant, between the communities of Prosek, Kbely and Cakovice. The exact location is shown on the sketch map of the area, [redacted] See Enclosure (A):50X1 Sketch of Factory Airfield in Letnany/. The geographical location of the field was 14° 31' 2" East Longitude; 50° 07' 50" North Latitude. The region is flat for a five km radius from the field.
2. The climate is mild; prevailing winds are northwest. The airfield was somewhat windy in view of its elevated location; it was 280 m above sea level, with good visibility, which was impaired only by vapors and smoke from Prague. The rainfall is normal.
3. The airfield surface was covered with grass and the ground was solid. Take-offs and landings were usually carried out from the southwest or west-southwest. The starting runways were not specifically marked. [redacted] the location of the tower [redacted] was in the Military Technological Air Institute (VTLU). Each of the three factories on the field had its own flight control and medical services.
4. The field did not have any special equipment for night flying; if, in an emergency a night landing had to be made, the runways were marked with lights powered from batteries. The field did not have any auxiliary flight equipment.
5. A number of highways and roads were on all sides of the field. On the outskirts of the field were three factories:
 - (a) The Letov plant;
 - (b) Praga Works;
 - (c) Aero plant.

The Praga Works and Aero were branch enterprises of the Geskomoravska Kolben Janek (GKJ); the main enterprises were in Prague. All three plants assembled planes and tested them on the field. Repairs were also done in the plants.

6. The airfield was accessible by roads and railway tracks which went to all three plants. It was connected with the main line of the Czechoslovak State Railways by rail lines running from the field to the station in Cakovice. A single-track

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line of the Czechoslovak State Railroads, Prague - Vsstaty, ran on the eastern side of the field .

7. Halls and other buildings are described in Enclosure (B): Sketch of Factory Airfield in Letnany, with Legend, drawn by informant. Water was supplied by the city water works in Prague but all three plants had their own reservoirs. Gasoline was stored in underground tanks; oil in barrels.
8. The Germans used the plants during World War II. At that time the daily output was as follows:
- (a) CKD Praga Works - 12 Messerschmidt 109 and four Siebel planes;
 - (b) Aero - four Siebel planes;
 - (c) Letov - seven Arado planes.

In April 1945 the plants were damaged by US planes with destruction of 600 planes.

9. Personnel at the field included the employees of the three plants and soldiers from the Military Technological Air Institute.
10. The field had no customs office nor did it have a police guard. 50X1
11.

-end-

ENCLOSURE (A): Sketch of Factory Airfield in Letnany
(B): Sketch of Factory Airfield in Letnany, with Legend,

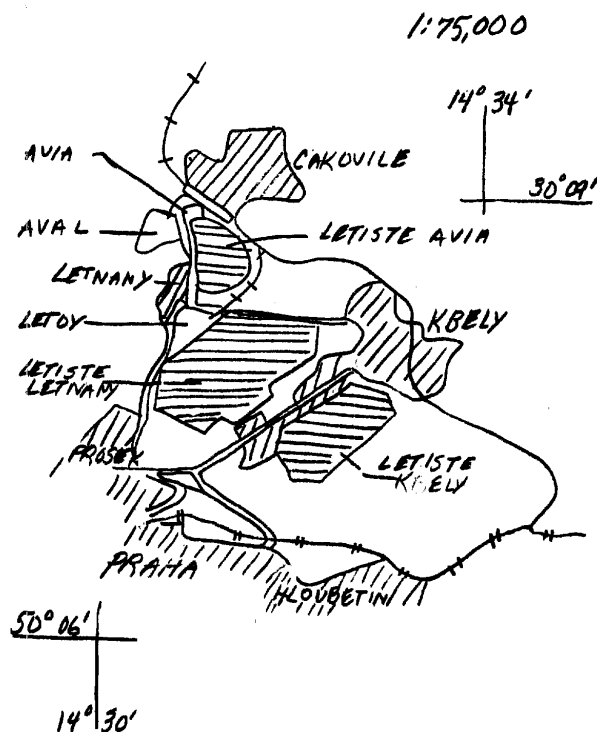
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ENCLOSURE (A)

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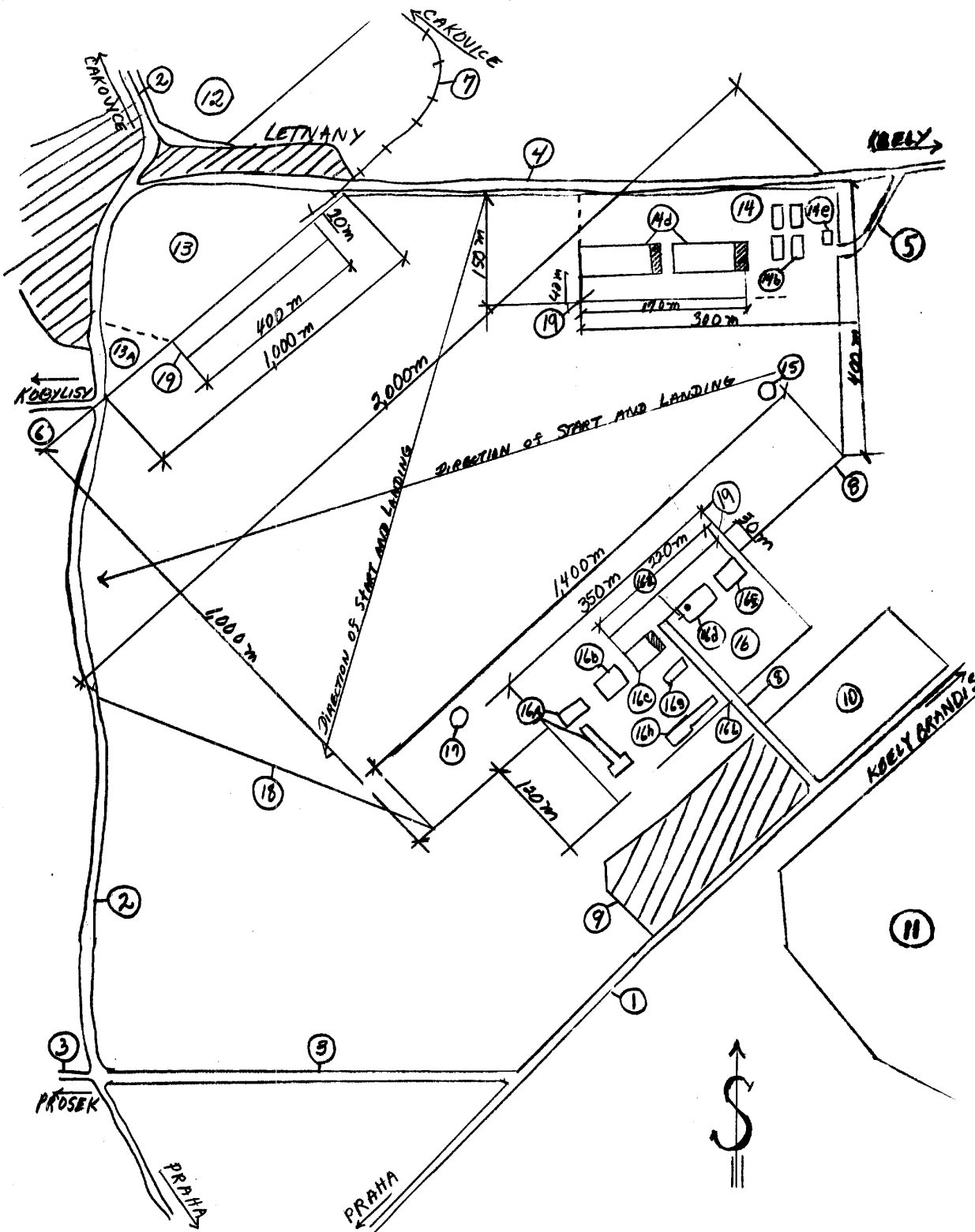
Factory Airfield in Letnany

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ENCLOSURE (B)
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Factory Airfield in Letnany



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ENCLOSURE (B)

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Legend



1. State highway, Prague - Brandys, approximately nine m wide and made of asphalt
2. State highway, Prague - Letnany, approximately nine m wide, asphalt
3. Road to Prosek, nine m wide, asphalt
4. State highway, Letnany - Kbely, nine m wide, asphalt
5. Road to the airfield through the CKD Praga plant, nine m wide, asphalt
6. State highway to Kobylisy, approximately nine m wide, asphalt
7. Factory railway line from the railway station in Cakovice to the Letov plant
8. Road to the Aero plant, seven m wide, steam-rolled
9. Houses of the community of Kbely; the brickyard is also located here
10. Barracks of the airforce regiment in Kbely
11. Military airport in Kbely
12. Factory airfield of the Avia plant
13. Letov plant
- 13 a. Military Technological Air Institute (VTLU)
14. Praga plant where the planes were assembled and tested
- 14a. Two hangars, steel and brick construction, size: 80 x 45 x 12 m. The western hangar was used for take-offs, the eastern for assembly. On the western hangar was a wind direction indicator. Shaded spaces indicate offices.
- 14b. Dwelling quarters, washrooms and offices of the plant; these were four wooden barracks of tar paper roofs, each 40 x 12 m.
- 14c. Gatekeepers' lodge, a wooden house, 4 x 5 m
15. Not identified
- 16a. Firing range for testing plane machine guns and synchronization. One range installation was in a hangar of steel construction, roofed with wooden planks, size: 30 x 20 x 12 m. Another installation was of concrete construction, size: 70 x 80 x 5m
- 16b. Hangar, steel construction, roof of corrugated sheet iron with light shafts through it, size: 60 x 40 x 12 m. This hangar served for plane assembly. Shaded items are administrative offices and a radio station used for local flight control.
- 16c. Not identified
- 16d. Hangar, similar to others but 14 m in height with a flat roof. Planes were started from this hangar. On the hangar was a wind direction indicator.
- 16e. Hangar annex, which was a gasoline station with underground tanks
- 16f. Hangar with the same construction as that of 16b
- 16g. Canteen, a wooden barrack on concrete foundation. This house was burned down during the 1945 air raid and informant does not know if it was rebuilt. Its size was 40x12 m.
- 16h. A one-story building used as a garage, fire station and as a first aid and gatekeepers' lodge. Size: 50 x 6 x 10 m, tile roof
- 16i. Entrance with an iron gate. A small door was built into the gate.
17. Not identified
18. The entire area of the airfield was enclosed by a steel wire fence. There was also a wire fence between the airfield and the Letov plant.
19. Concrete hard stands in front of the hangars.

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